

I-495 Southside Transit/TDM Study

Technical Advisory Committee (TAC)

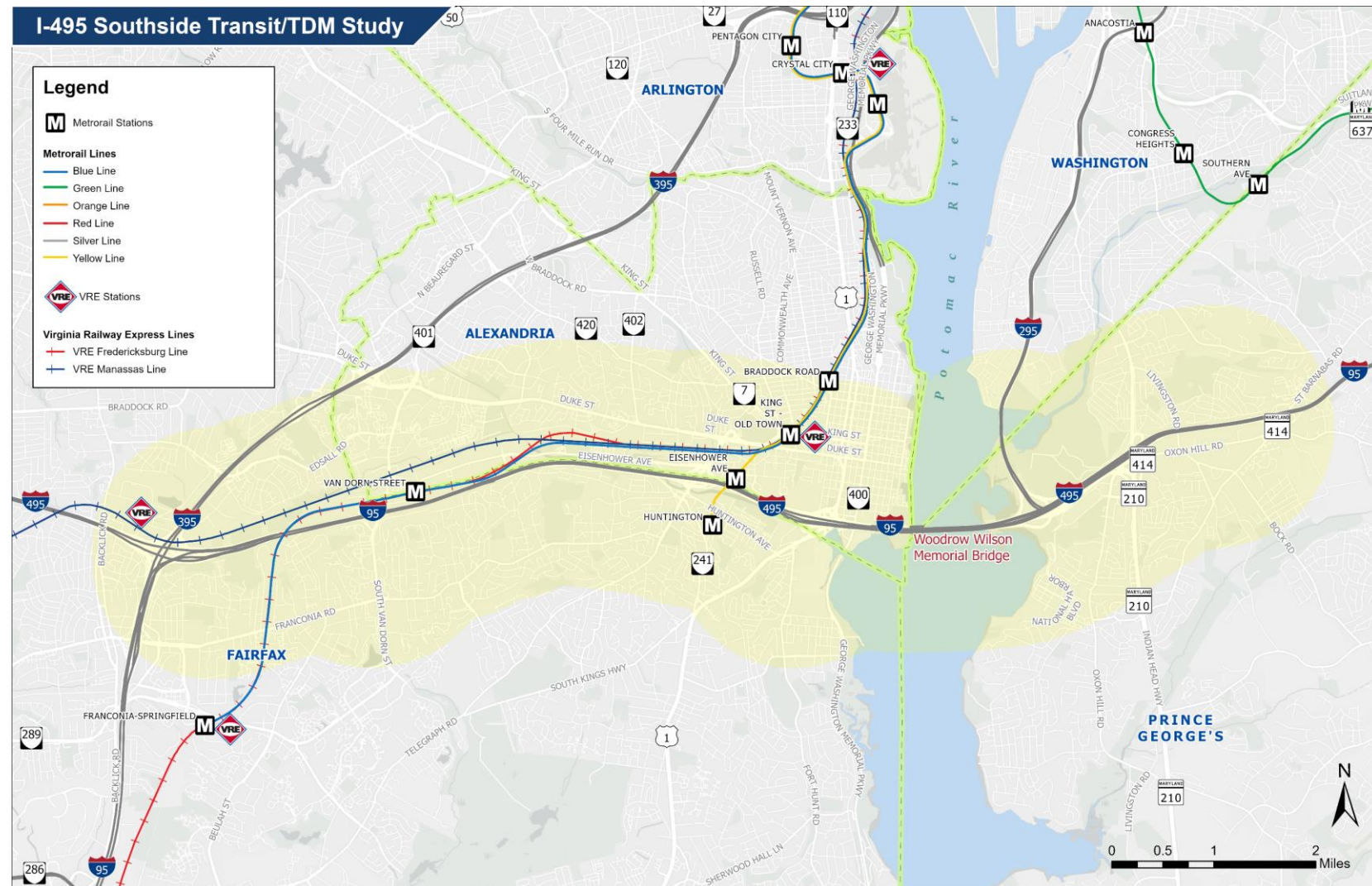
Meeting #1

May 25, 2022

Study Purpose

Identify a range of current and future multimodal solutions that can be implemented to:

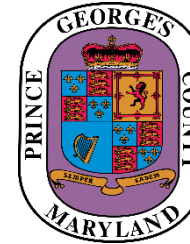
- Reduce congestion
- Improve trip reliability and regional connections
- Enhance existing and planned multimodal mobility and connectivity



Meeting Agenda

- Study Introduction
- Participant Introductions
- Study Background
- Input and Discussion—Baseline Conditions and Needs
- Next Steps

TAC Participants



VDOT I-495 Southside Express Lanes Study

Study Background

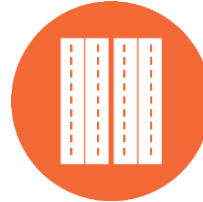
- The 495 Southside Express Lanes Study (495 Southside Study) is an environmental study to potentially extend the Express Lanes system on the southern section of I-95/I-495 (Capital Beltway)
- VDOT is coordinating the study with the Federal Highway Administration (FHWA), Maryland Department of Transportation State Highway Administration (MDOT SHA), Virginia Department of Rail and Public Transportation (DRPT), and other federal, state and local agencies in Virginia and Maryland
- This Study is included in:
 - VDOT's current Six-Year Improvement Program (SYIP)
 - National Capital Region's Visualize 2045 Constrained Long Range Plan (CLRP) – added June 2021, study only
- 11 miles of the southern section of I-95/I-495 (Capital Beltway)
- Springfield interchange (I-95/I-395/I-495) in Fairfax County, VA to the MD 210 interchange in Prince George's County, MD



The 495 SEL Study will evaluate transportation improvements that:



**Provide Express Lanes
System Continuity**



**Provide Additional
Travel Choices**



Reduce Congestion



**Improve
Travel Reliability**



Improve Safety



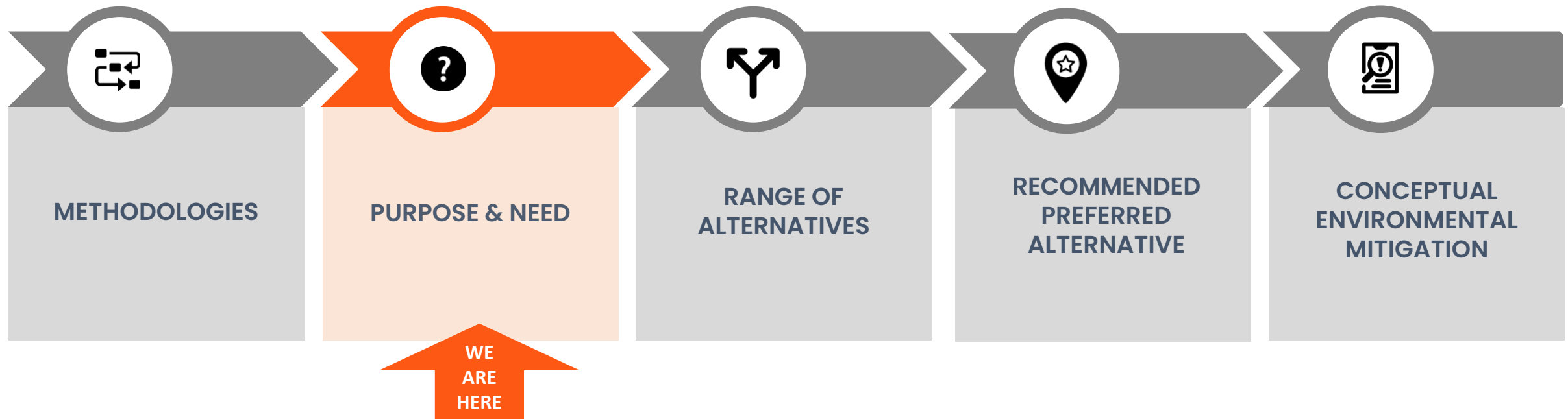
**Provide Consistency with
Local and Regional Plans**

These goals will form the basis of the Study's Purpose and Need and be informed by the public and agency input.

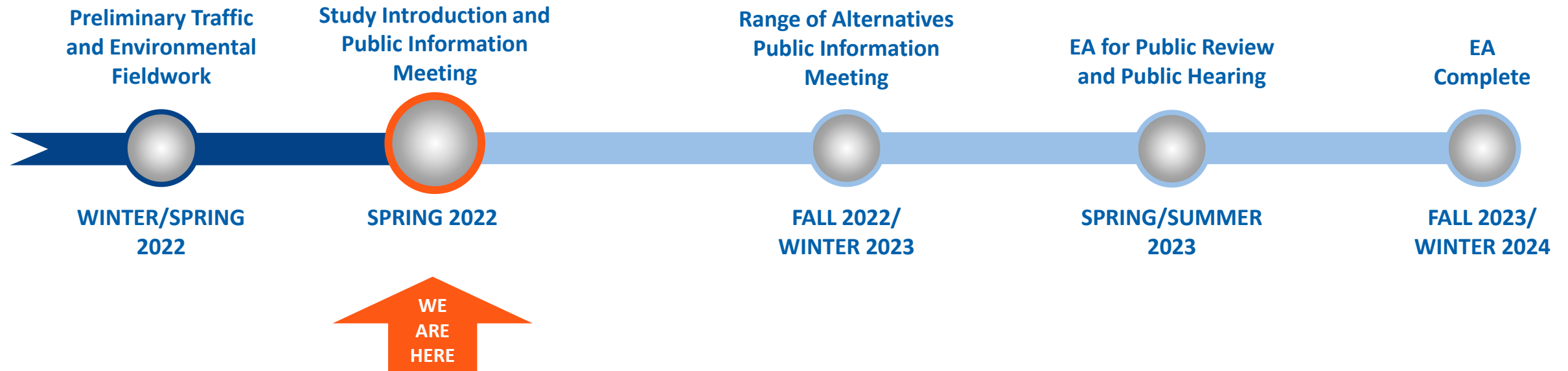
Typical Weekday Traffic Congestion



VDOT will prepare an Environmental Assessment (EA) to satisfy requirements of the National Environmental Policy Act (NEPA).

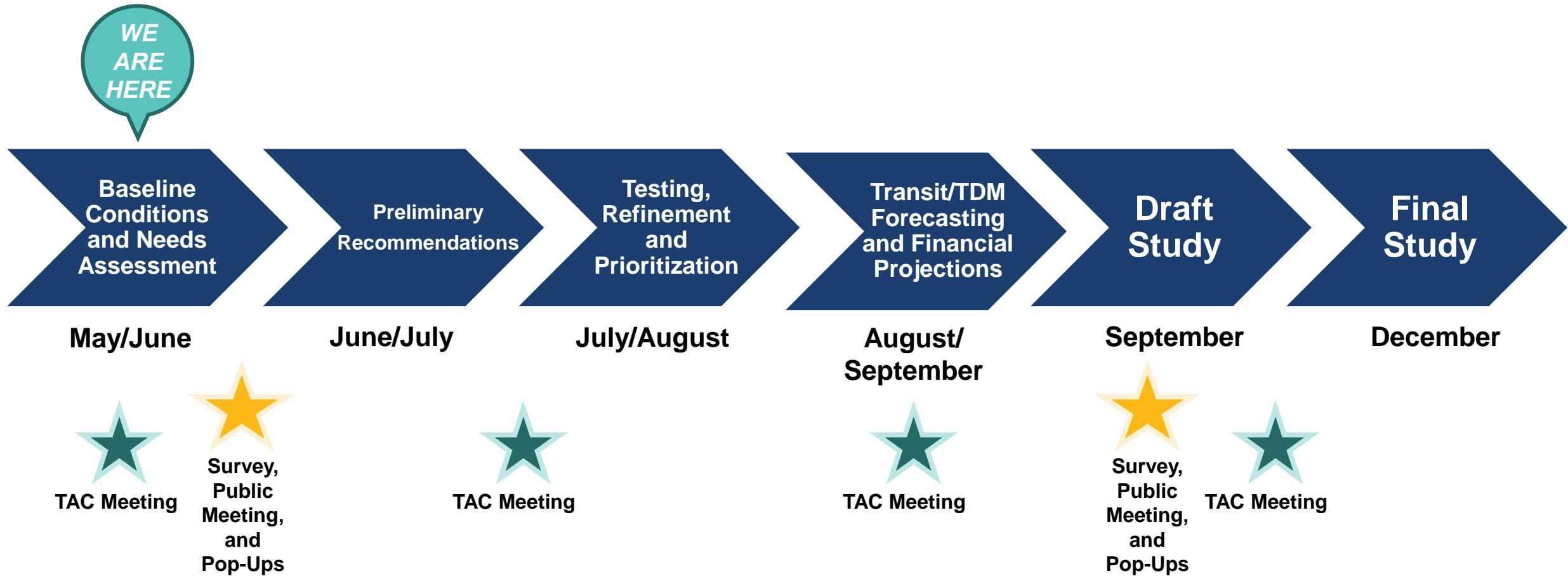


Study Timeline



DRPT I-495 Southside Transit/TDM Study Background

Study Process and Timeline



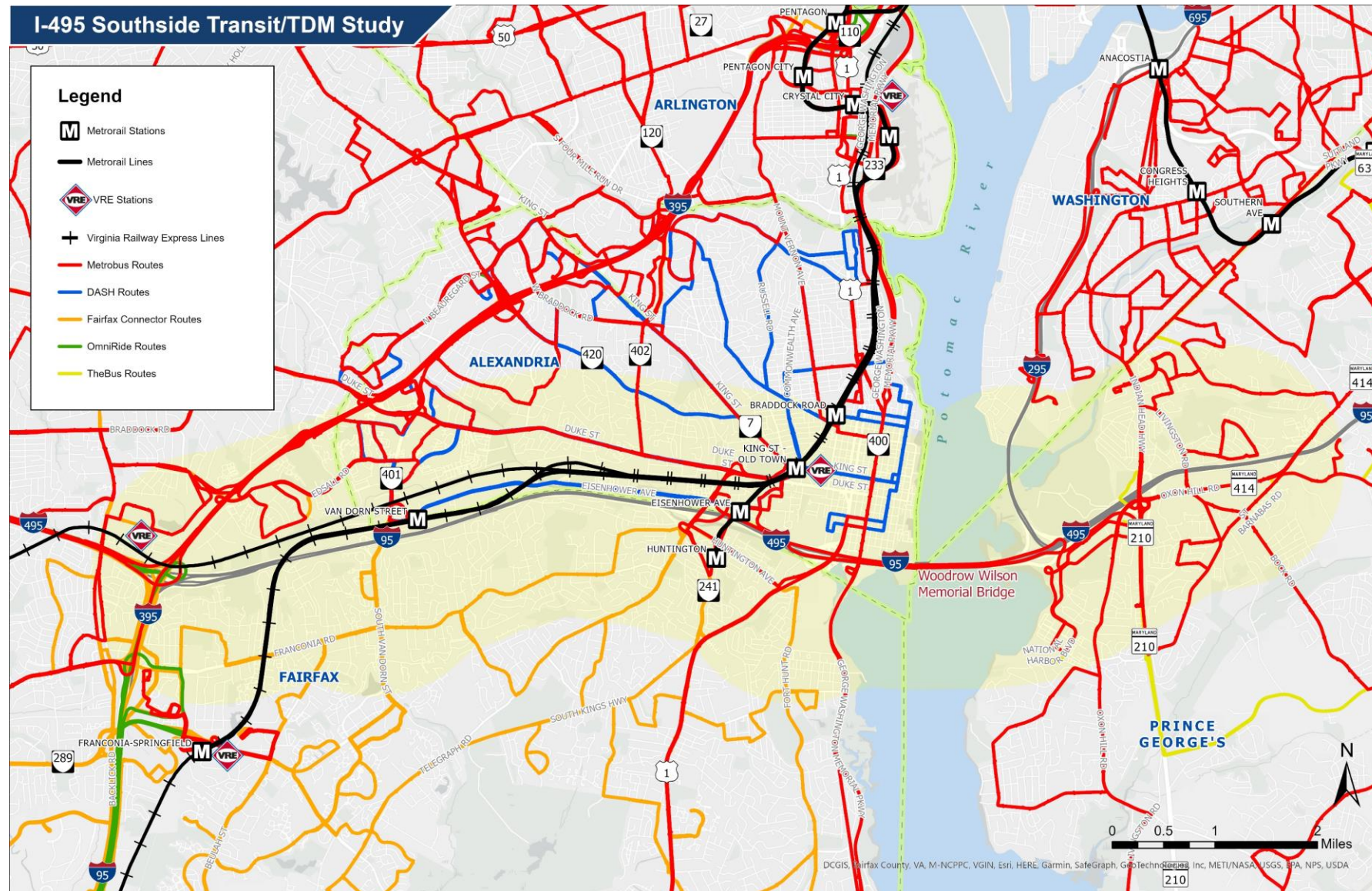
Baseline Conditions and Needs Approach

- Objective
 - *Determine top origin-destination patterns that have the potential for new or enhanced services along the study corridor*
- Topics
 - Existing and planned service (bus and rail)
 - Facilities
 - Commuter Assistance Programs
 - Travel patterns
 - Demographics
 - Changes since COVID

Baseline Conditions References—Key Plans

- **I-495 Southside Express Lanes Study**
- I-95 Corridor Improvement Plan
- Transforming Rail in Virginia and VRE System Plan
- I-95/I-395 Transit/TDM Study
- Richmond Highway BRT
- Transit Strategic Plans and Network Redesigns
- WMATA Blue/Orange/Silver Corridor Capacity and Reliability (BOS) Study
- NVRTA TransAction
- Visualize 2045

Existing Service



Initial Observations

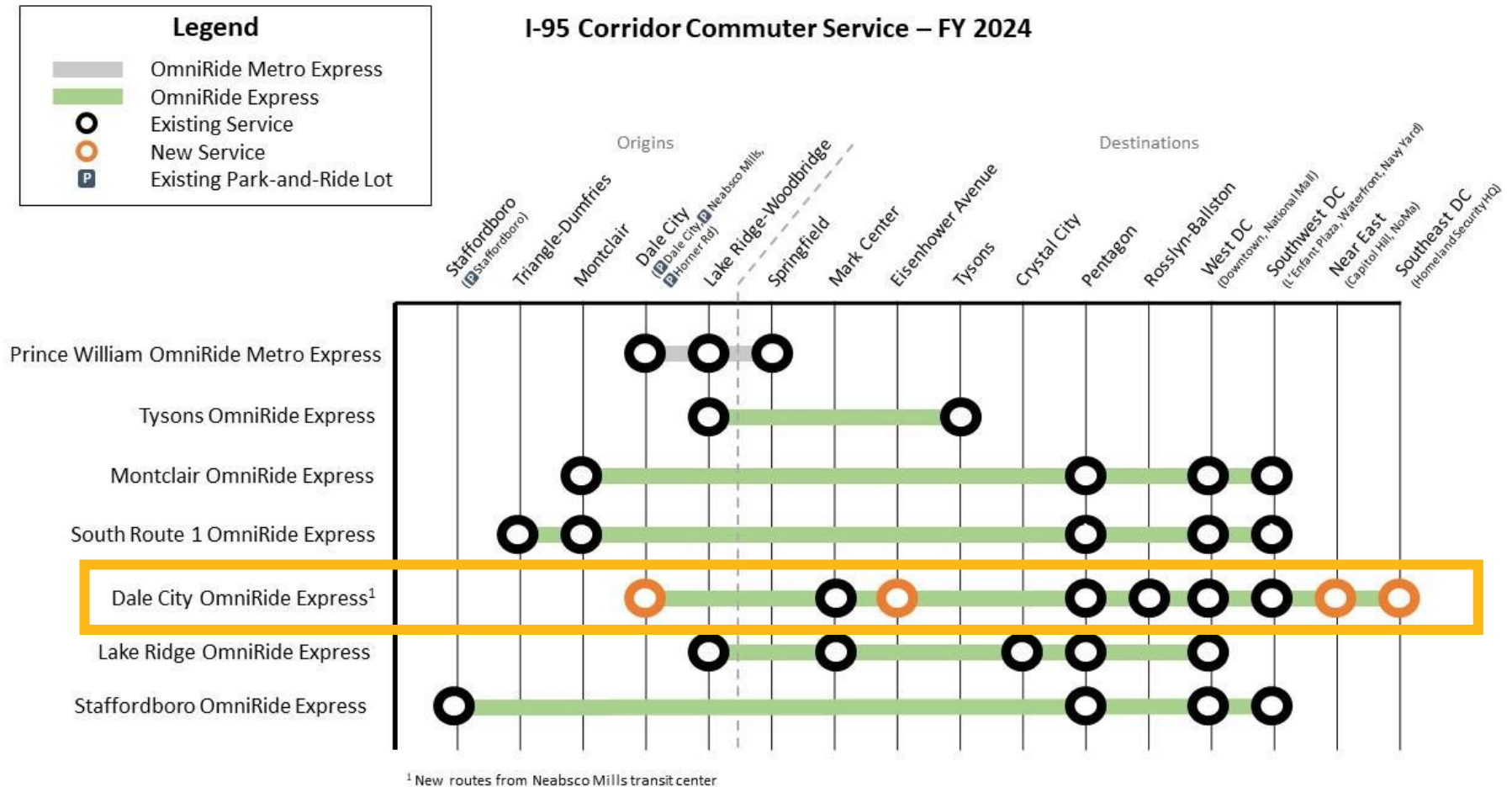
- Existing Service
 - Limited bus service on I-495/over Woodrow Wilson Bridge
 - Parallel and Metrorail feeder bus service (Alexandria and Fairfax)
 - National Harbor vicinity bus service
 - VRE and Amtrak parallel to corridor
 - Virginia, Maryland, Regional, and Local Commuter Assistance Programs
- Key Activity Centers
 - National Harbor
 - Old Town Alexandria
 - Eisenhower East
 - Springfield
 - Kingstowne
 - St. Elizabeth's/Southeast D.C.

Initial Observations

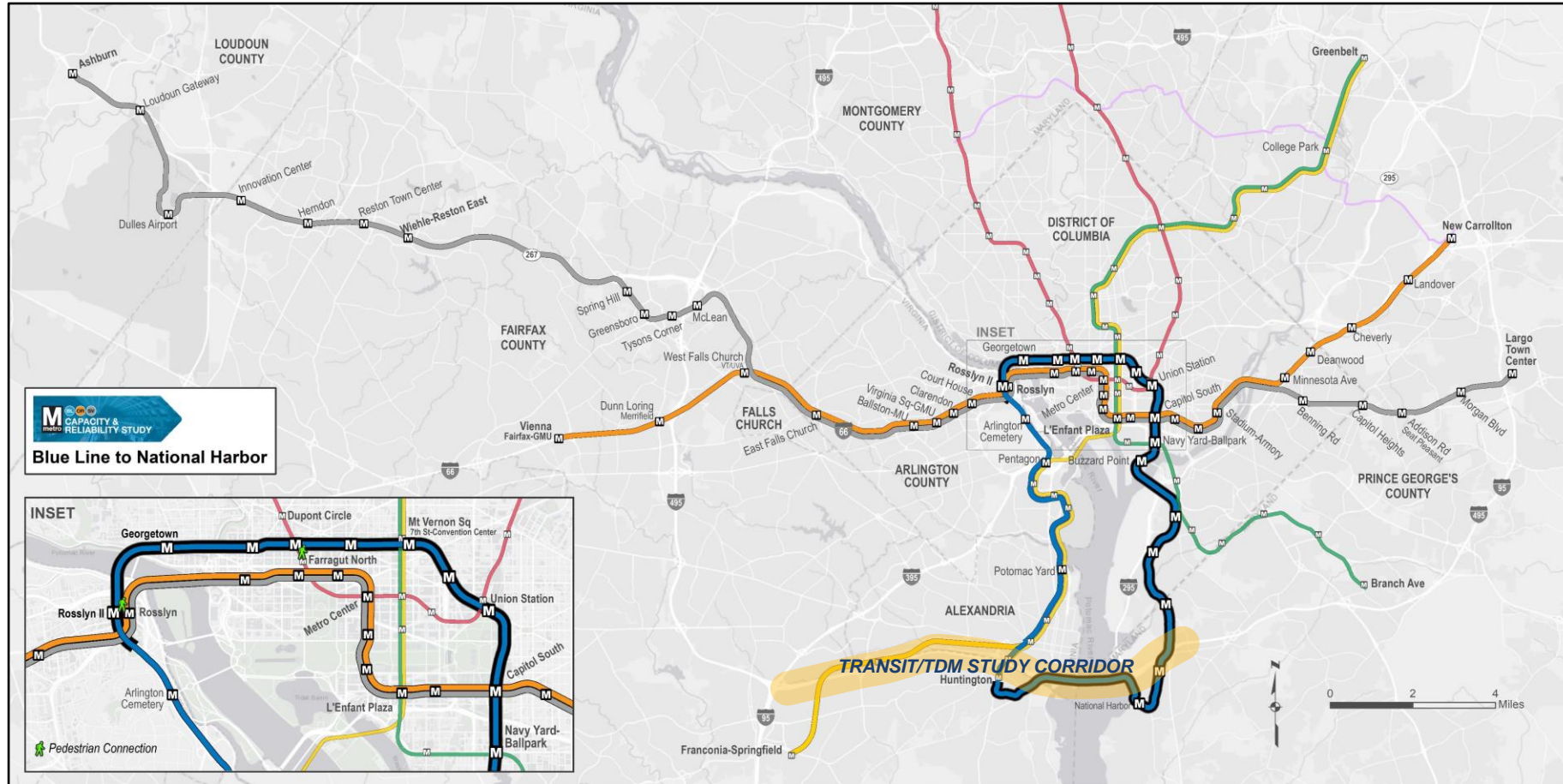
- Potential Future Services
 - OmniRide Transit Strategic Plan and future commuter service to Alexandria and St. Elizabeth's
 - VRE and Amtrak service increases
 - WMATA BOS Study—Alternative “Blue Line to National Harbor”
 - WMATA Bus Network Redesign
 - New DASH Network / Alexandria Transit Vision Implementation
 - Fairfax County Transit Strategic Plan
 - Richmond Highway BRT

OmniRide Future Commuter Service

- Neabsco Mills to Saint Elizabeth's (Homeland Security HQ) and Eisenhower Avenue (Alexandria)
- May be implemented as an extension of services to Navy Yard

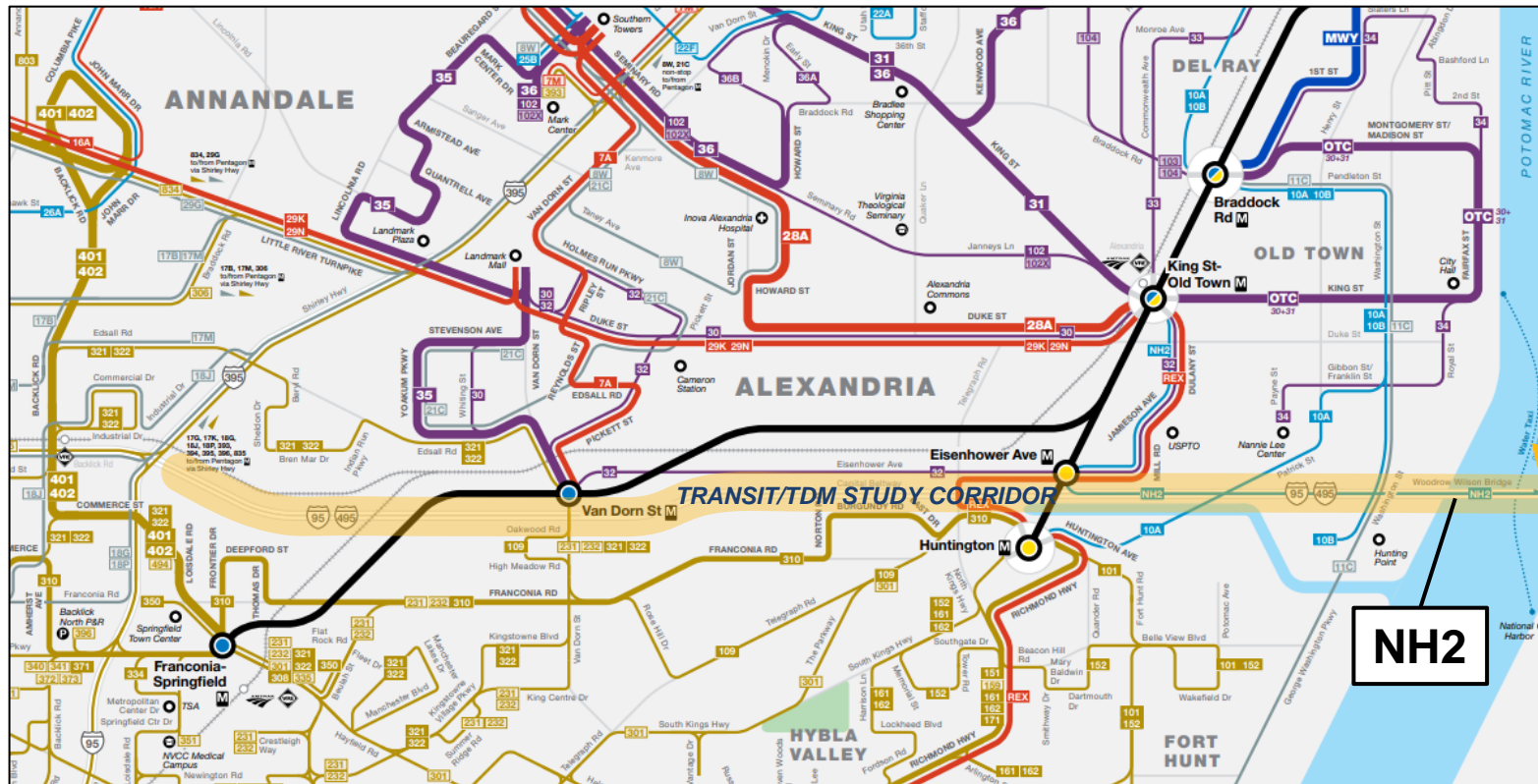


WMATA Blue/Orange/Silver Corridor Capacity and Reliability (BOS) Study Alternative

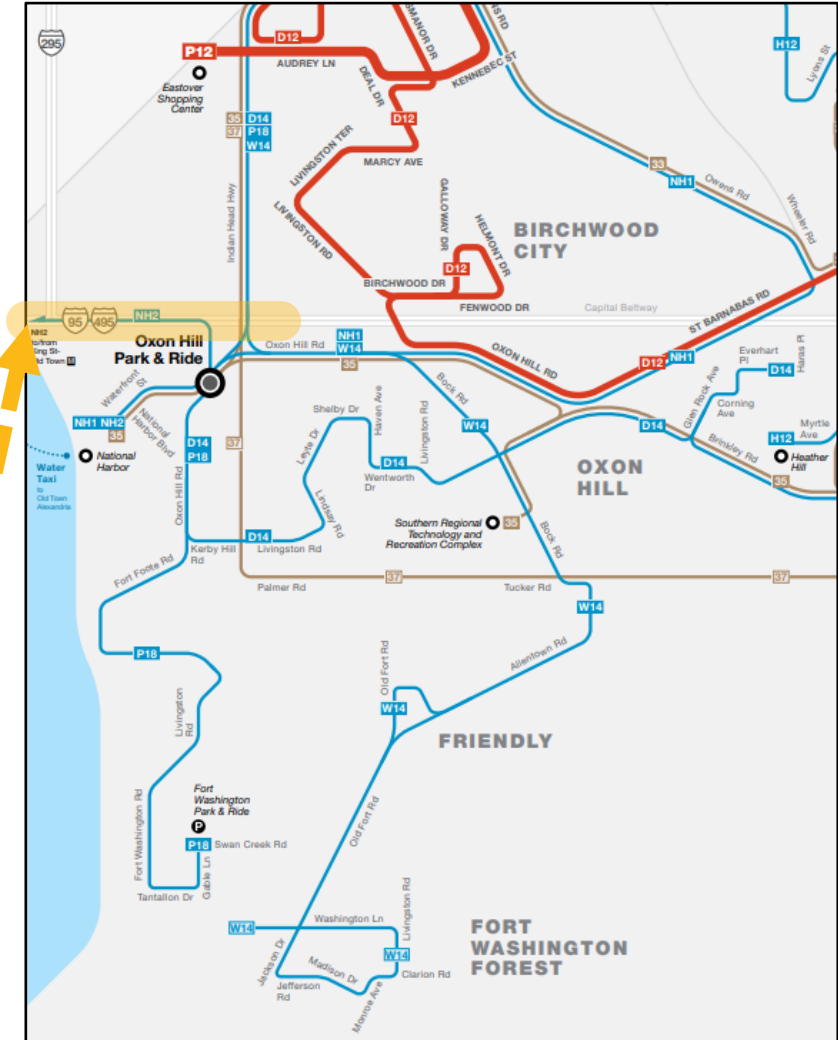


Metrobus Network

VIRGINIA

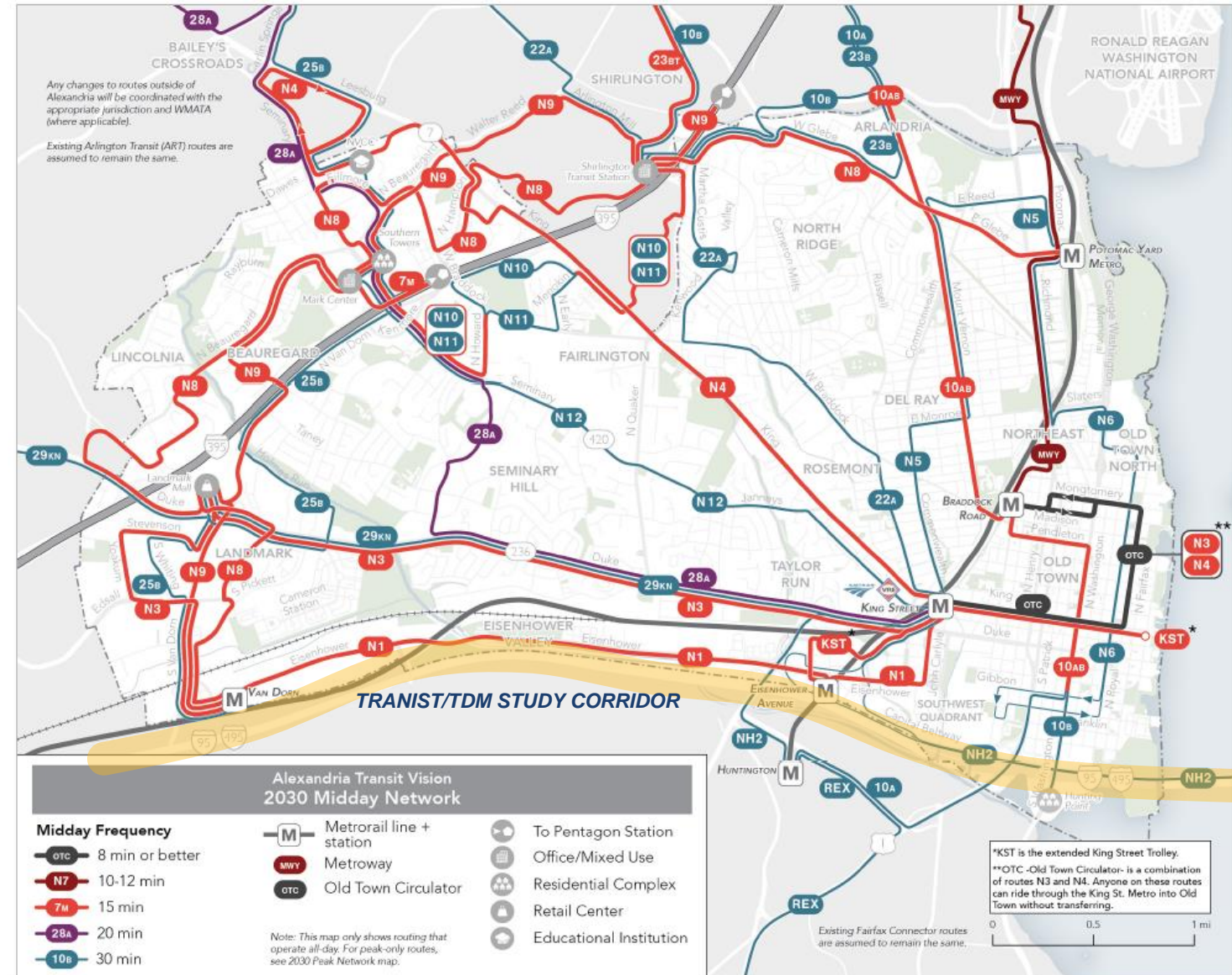


MARYLAND



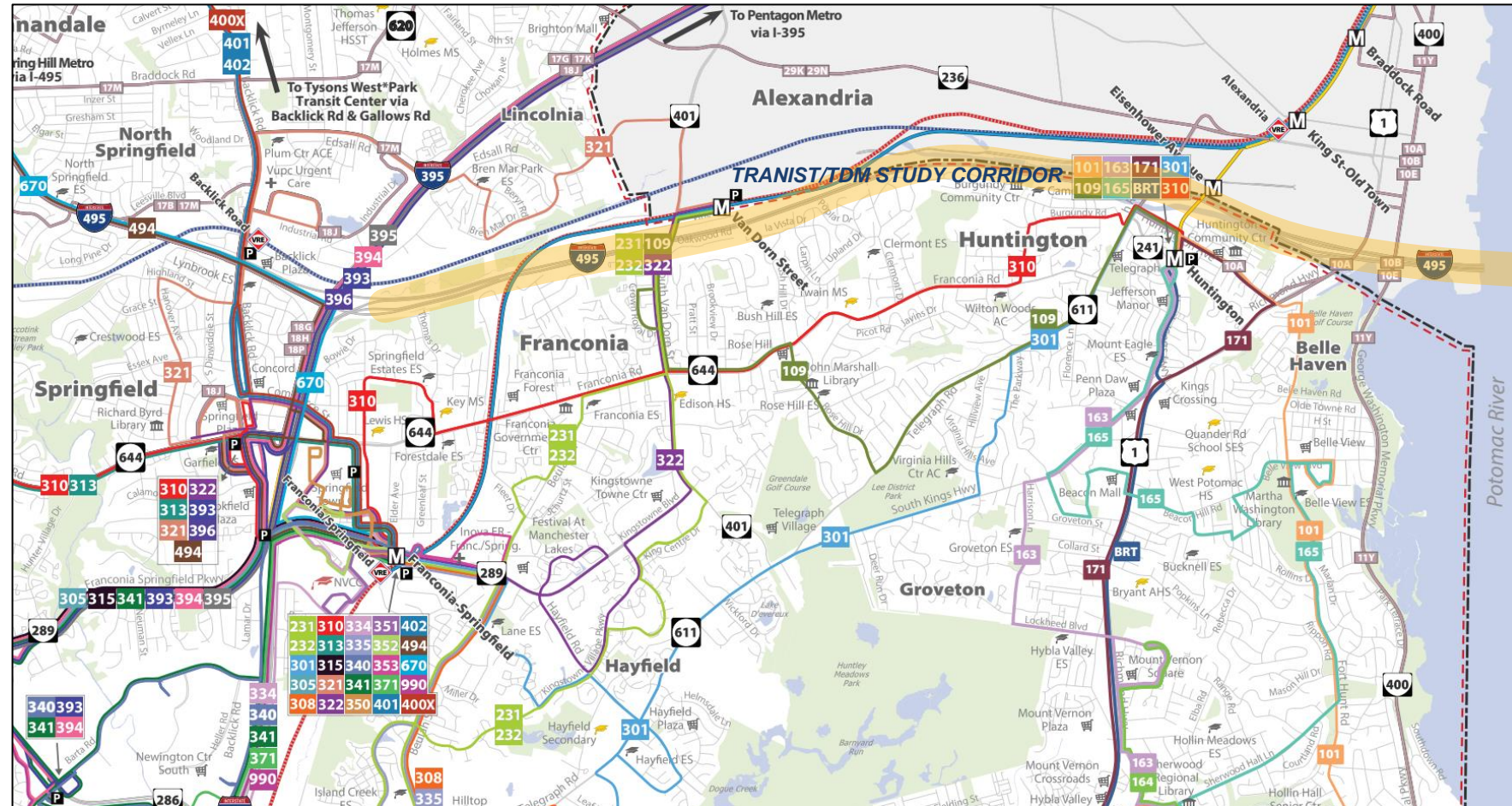
Alexandria Transit Vision Plan

- Increased frequency on Eisenhower corridor from Van Dorn Metro to King Street Metro
- Increased frequency on Duke Street corridor

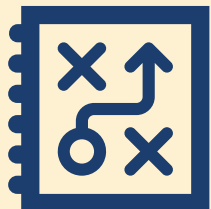


Fairfax County Transit Strategic Plan

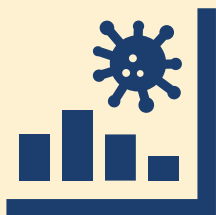
- TSP under development—draft financially unconstrained plan shown
- BRT connection at Huntington and complementary changes to local routes



Input and Discussion



Do you have existing plans around the study area that could affect recommendations in this study?



How do your current services in the study area compare with pre-COVID conditions?

Did you cut back services? Are there new services?



What would be a successful outcome of this study for your organization?

Next Steps

Next Steps

- Upcoming Public Outreach and Participation — Late June
 - Survey, Pop-Ups, Virtual Public Information Meeting
- Complete Baseline Conditions and Needs Assessment
 - Prepare Technical Memorandum #1
- Next TAC Meeting: Mid-Summer
 - Review Needs
 - Discuss Preliminary Strategies